

\$

Celling of Class D Airsp hundreds of feet (A min value indicates surface not including that value

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above sur that abuts Class G Airspace 2400 MSL Differentiates floor Class E Airspace 9
4500 MSL than 700 ft. above

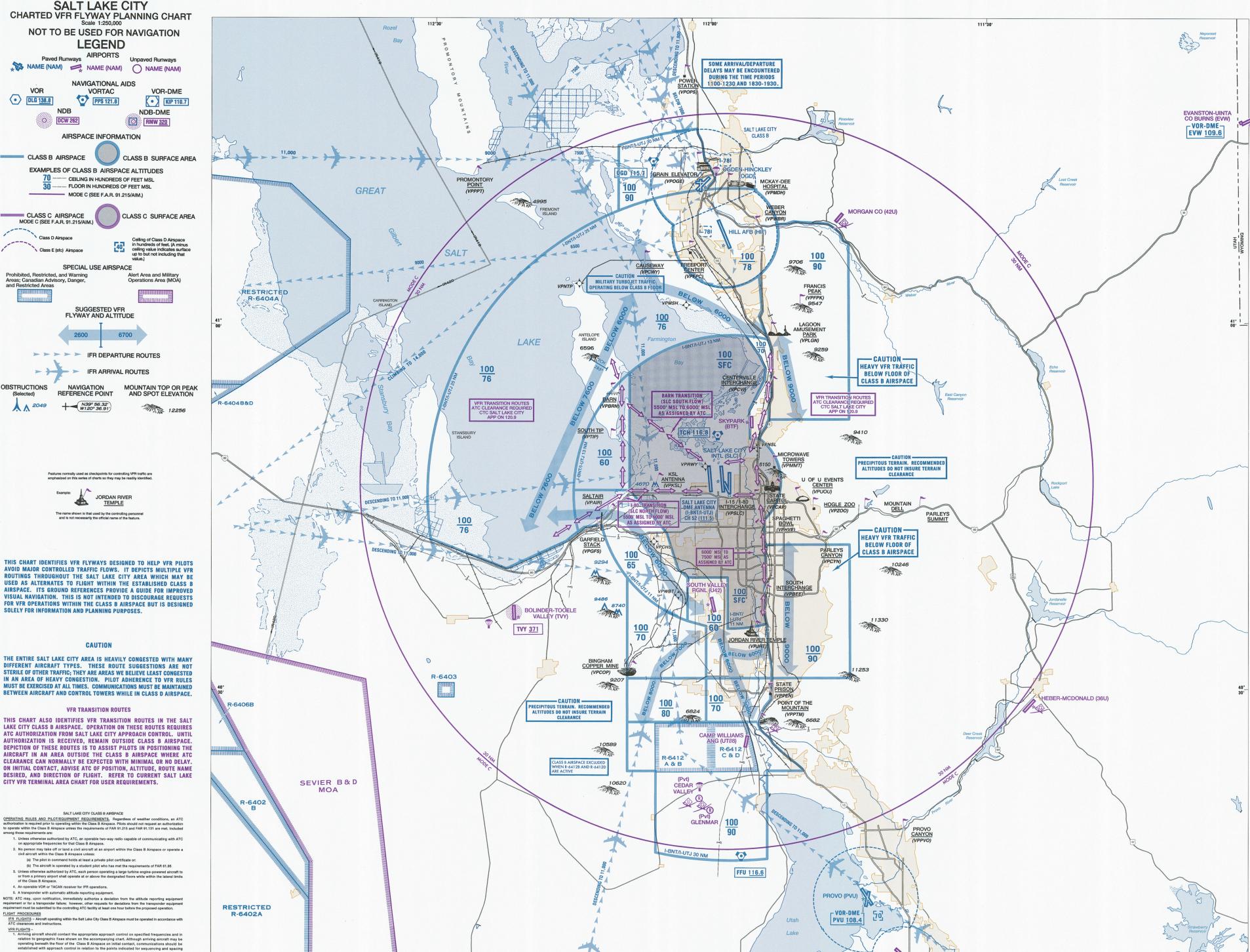
and Warning Areas; Canadian Advisory, and Restricted Area

Alert Area and MOA - Military Operations An

ADIZ - Air Defense Identification Zone

National Security Area

Terminal Radar Service Area (TRSA)



SPANISH FORK-

SPRINGVILLE (U77)

111°30′

112°00

112°30'

Arrspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

purposes.

2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxling of their intended attitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

